



City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2306387
Applicant Name: Robert Deering
Address of Proposal: 1051 1st Avenue South

SUMMARY OF PROPOSED ACTION

Master Use Permit to change the use of an existing two-story, 58,708 sq. ft. building from light manufacturing and office to a 29,326 sq. ft. restaurant on the first floor and 29,382 sq. ft. administrative office of the second floor. Surface parking for 200 vehicles to be provided.

The following approval is required:

SEPA – Environmental Determination- Chapter 23.05 Seattle Municipal Code

SEPA DETERMINATION: ☐ Exempt ☒ DNS ☐ EIS

☐ DNS with conditions

☐ DNS involving non-exempt grading or demolition
or involving another agency with jurisdiction.

BACKGROUND DATA

The site is located in the Stadium Transition Area Overlay District, at the intersection of South Royal Brougham Way and First Avenue South. The site is comprised of two parcels, which includes vacated South Dearborn Street, South Charles Street and Plummer Street, which totals approximately 339,855 square feet in size. The zoning for this project is Industrial Commercial with an eighty-five (65) foot height limit (IC-U/65).

Site & Vicinity

The site contains two structures: the project is a two-story building of approximately 58,708 square feet, located in the southeast corner of the site, the use is Light Manufacturing with accessory offices. The first floor contains 29,326 square feet; the second floor contains 29,382 square feet. 110 parking spaces are established on the southwest portion of the site. The second structure spans the east side of the site and contains multiple office/warehouse tenants. Development surrounding the site consists of the elevated Alaskan Way Viaduct (SR99), with street parking below to the west; beyond that is the Port of Seattle's container terminal, Terminal 46. To the north of the site is an off-ramp from the Alaskan Way Viaduct. Small-scale retail lines the east side of First Avenue South; a football stadium and exhibition center/parking garage is behind the retail. Across the intersection of South Royal Brougham Way and First Avenue South, at the southeast corner, is a baseball stadium; to the south is a restaurant/drinking establishment.

Proposal

The applicant proposes to change the entire first floor, approximately 29,326 square feet, to restaurant and the entire second floor, approximately 29,382 square feet, to administrative office. Parking to accommodate 90 vehicles is situated northwest of the building. The loading berth on the north end of the building will remain.

Public Comment

No comment letters were received from the public during the comment period that ended on October 29, 2003.

ANALYSIS – SEPA

Environmental review resulting in a Threshold Determination is required pursuant to the State Environmental Policy Act (SEPA), WAC 197-11 and the Seattle SEPA Ordinance (Seattle Municipal Code Chapter 25.05).

The initial disclosure of the potential impacts from this project was made in the environmental checklist submitted by the applicant dated September 22nd 2003. The information in the checklist and the experience of DPD with review of similar projects forms the basis for this analysis and

decision. The project site is classified as an Environmentally Critical Area for Liquefaction-prone soils. (SMC 25.09.100)

The SEPA Overview Policy (SMC 25.05.665 D) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part: "Where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation," subject to some limitations. Under such limitations/circumstances (SMC 225.05.665 D1-7) mitigation can be considered. Thus, a more detailed discussion of some of the impacts is appropriate.

Short-Term Construction Impacts

The short-term, construction related impacts anticipated from the proposal are as summarized in the following list:

- *Air Quality* --- Increased dust and particulate matter due to construction activities and hauling of waste materials.
- *Transportation* --- An increase in vehicular traffic adjacent to the site due to construction vehicles.
- *Noise* --- Increased noise during construction

The Department of Planning and Development has analyzed and annotated the environmental Checklist submitted by the applicant; reviewed the project plans and any additional information on file; and any comments which were received regarding this proposed action have been considered. As indicated in the checklist, this action will result in adverse impacts to the environment. However due to their temporary nature and limited effects, the impacts are not expected to be significant.

Codes and development regulations applicable to this proposed project will provide sufficient mitigation and no further conditioning or mitigation is warranted pursuant to the SEPA Overview Policy (SMC 25.05.665).

Long-Term Impacts

The long-term use-related impacts anticipated to result from approval of this proposal are summarized in the following list:

- *Liquefaction-prone soils* --- intensify the use of a structure with liquefaction-prone soils

- *Parking and Traffic --- anticipated increased trip generation*
- *Light and Glare --- anticipated exterior lighting and headlight of vehicles using parking lot*

Building on a site with liquefaction prone soils in this location does not create long-term impact that warrant conditioning pursuant to SEPA policies.

The Stadium Transition Area Overlay District restricts parking; the project proposes the maximum allowed, which is 90 parking spaces. The restaurant's projected hours of operation are: 10AM - 12PM, throughout the week.

The change of use of the site from light manufacturing to administrative office and restaurant will increase traffic to and from the site; a net addition of up to 99 vehicle trips is estimated for the weekday PM peak hour. The level of service for the intersections of First Avenue South and South Royal Brougham Way and First Avenue South and South Atlantic Street are not changing; the amount of additional delay is likely to be small. The number of new auto trips added to the roadway system due to the project is expected to be relatively small; no mitigation is required to reduce traffic impacts, pursuant to SMC 25.05.675 R.

The Land Use Code provides mitigation for the long-term impacts summarized above. Compliance with these applicable codes is adequate to achieve sufficient mitigation for the long-term impacts resulting from the project.

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- [X] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030.(2)(C).
- [] Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. An EIS is required under RCW 43.21C.030(2)(C).

Signature: _____ (signature on file) Date: September 27, 2004
Lauren Hirt, Land Use Planner
Department of Planning and Development

Land Use Services

LH:bg

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